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Date	13 August 2025	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam,

**Re: APP/25/00249 At North Street House, 6 North Street, Emsworth,
PO10 7DD**

Proposed conversion (and associated works) of 2.5 storey hotel (Class C1) building to form a charitable educational facility (Class F1(a)). Construction of a two-storey 'Real World Learning' building (replacing currently permitted 2-storey café Ref: APP/23/00249). Construction of single storey educational 'pods' (Class F1(a)).

Thank you for your re-consultation on the above planning application. The Highway Authority previously recommend refusal for this application in a response dated 20 July 2025. The reason for refusal was as follows:

- Lack of Safe and Suitable Access for all users:
In the opinion of the Highway Authority the lack of safe drop off and pick up facilities does not provide safe and suitable access for all users leading to highway safety concerns which cannot be appropriately mitigated to comply with the National Planning Policy Framework paragraph 115 and 116 and HBC Policy CS20

The applicant has engaged directly with the Highway Authority to resolve issues raised and provided an updated suite of documents which is discussed within this response.

Proposed Use

It has since been confirmed that the site is to be utilised as an off-site education annex jointly affiliated with (and serving) Bishop Luffa School and Park Community School. Given the broad use class the applicant is seeking

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

consent for (F1(a)) which covers a wide range of education establishments, the Highway Authority would seek for a site specific condition to be placed on the application for use as an annex facility for Bishop Luffa School and Park Community School only. This should also restrict the use of the number of pupils being assessed at this time being 24. The Highway Authority welcome engagement with the Planning Authority and applicant on agreeing appropriate enforceable condition wording.

The previously submitted Transport Statement (now dated August 2025) has been updated to refer to this revised position removing reference to a SEND provision and also mirroring minor changes discussed with the applicant and included within the revised Sustainable Travel Plan since the issuing of the previous formal response.

Sustainable Travel Plan

A revised Sustainable Travel Plan (Rev C) has been submitted incorporating previous comments raised by the Highway Authority through direct correspondence. The Highway Authority have reviewed this document and have the following comments to make.

It appears that there are opportunities for how children can travel to the school, either being picked up from their current education establishment via minibus or with an option to be dropped off and picked up from the site by parents directly. It is noted that the intention is for the majority of trips to occur via minibus.

The staggered pickups and drop off policy referenced within Section 4 Point F may be problematic but given children have been specified to not have an EHCP then this is unlikely to cause any issues as it is understood children will not be entitled to nor reliant on free transport provision being provided by HCC. This has been confirmed by the applicant.

An additional 4 parking spaces have been provided within the rear courtyard which is beneficial to address the concerns that were raised. Clarity has been provided within the Travel Plan on the availability of these spaces and coordination around the minibus pick up and drop off given the minibus is reliant on the full parking area to undertake their manoeuvre to access and egress in forward gear. The Travel Plan confirms that utilisation of the spaces to the rear by parents for drop-off and pick-up will only be available prior to 8:40am and after 2:35pm outside of the minibus hours. Parents will be offered a designated time slot within these periods to utilise the spaces at the rear as well as the spaces at the front of the site, albeit these will remain available for use during the full hours of operation.

The minibus tracking shown within drawing 24132-102 Rev 2 appears to conflict with a gate. The Travel Plan however confirms that the drawing shows the gate in a partially open position on the drawing and it can open fully to not impede the manoeuvrable area for the minibus. This is noted.

Parking space dimensions have been confirmed to measure 2.4m x 4.8m which accords with HBC's Parking SPD minimum standards. HBC in their

capacity as the local parking authority should confirm whether the use of minimum dimensions is acceptable.

The ability for cars to access the spaces in the rear courtyard will be tight, and therefore it is essential that there is due consideration in the narrative provided and managed if necessary. Reference to a staff member being on hand to manage parking to the rear is welcomed to manage arrivals and departures during these periods. This will be monitored over the monitoring period to ensure these does not lead to any blocking back onto the A259 impeding is operation. This is acceptable to the Highway Authority.

Reference to the use of local public pay and display car parks should parents pick up and drop off outside of the allocated windows should the spaces to the front not be available is noted, however the walking route whilst subject to safe and suitable crossing provision of the A259 does rely on a subway which is not ideal and may deter use or encourage crossing without utilising the subway facility. It is also some way away and parents may choose to park on the highway for ease and convenience. Given the above, the applicant has included a commitment as a management measure to fund a TRO along the A259 and surrounding side roads at the request of the Highway Authority should any overspill parking occur as a result of the development become an issue an issue given the distance of the closest public car park to the site and the proximity of the site to the A259 roundabout and along the A259 corridor. This is acceptable.

The commitment to conduct an annual travel survey and review and update the plan in line every 12 months with the survey data and feedback from parents is welcomed and considered necessary to ensure that the travel plan remains effective year on year as different cohorts with travel patterns attend this education facility. A suitable monitoring period of 5-years has been identified at which point beyond this, the facility would be required to comply with the final form of the travel plan. This is acceptable.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

- The development hereby approved shall operate in accordance with the approved Sustainable Tavel Plan (Rev C) with all management measures implemented and maintained prior to first use of the education facility unless otherwise agreed in writing by the Highway Authority

Reason – In the interests of providing safe and suitable access to the site for all users

- The approved lines of site splays on drawing 24132-102 Rev 2 for the parking spaces accessed via North Street shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of Highway Safety

- A suitably worded condition should be placed on the consent to restrict the use of the site as an off-site educational annex for up to 24 pupils serving Bishop Luffa School and Parking Community School only

Reason – In the interest of Highway Safety

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050